

Translated by
Defense Language Br.

The Second Agreement Concerning the Connection of the South
Manchuria Railway with the Peking-Mukden Railway.

May 10th, 1913 (2nd year of Taisho)

Chief of the Maintenance of Ways and Works Section, FORI
Sannosuke, representing the South Manchurian Railway and Chief
of the Traffic Section, J.E. Foley (T.N. ?), representing the
Peking-Mukden Railway, have agreed at Mukden on the traffic
connection between the two Railways as follows:

Article 1. No exchange of transferred freight shall be made
between the two Railways. The consigning Railway shall
directly make delivery to the consignee, and this consign
shall not concern the receiving Railway.

Article 2. Freights which are to be transferred at a freight
depot shall be confined to a single train.

Article 3. Unloading of freights to be transferred shall be
conducted by the Railways, or by the consignee according to
the rules of the consigning Railway, and the consignee shall
be responsible for the custody of freight after it has been
unloaded.

Article 4. In case freights can not be delivered to the con-
signee, they shall be disposed of in accordance with the
expedience of the consigning Railway.

Article 5. Extension of time to be given for unloading freight
shall be subject to the rules of the Railway to which the

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freight-car belongs.

Article 6. The entry and departure of the Peking-Mukden "rail" trains at Mukden Station shall be conducted with the permission of the Mukden Station Master; but those trains coming and returning from the Peking-Mukden Railway Freight-Depot Mukden Station shall be called "changing cars" with which the Mukden Station Master shall not be concerned.

His permission for entry of the train, indicated in the foregoing paragraph, shall be indicated by a "platform signal", and his allowing or forbidding departure shall be indicated by his handing over a "brass ring" to the engineer at the same time by his informing the engineer of the finish of track blockade procedure.

Every engineer of the Peking Mukden Railway train shall be required, immediately after its entering Mukden Station, to hand over to the Station Master who shall be on the platform a "brass ring" which he has carried with him.

Article 7. Traffic of the Peking-Mukden Railway between Huangkutun Station and Mukden Station or Shenyang Station and Mukden Station shall be operated as follows:

- a) A station which directs a train to start shall be required in advance to ask by telephone for the consent of the station for which the train is to destined.
- b) In case the procedure, indicated in the foregoing paragraph, can not be completed owing to interruption of telephone communication, the station shall inform the

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trainman of that fact and direct the train to start. In this case the trainman shall tell the station master to take effect at the station it reaches.

Article 8. All the points on the tracks on which the Peking Mukden trains or "changed cars" run, even those in Mukden Station, shall be handled by the workers of the Peking-Mukden Railway. But the point connecting with the South Manchurian Line shall be handled by the workers of the South Manchurian Railway. All the points on the tracks in Huangkutun Station, which the South Manchurian Railway cars run shall be handled by the workers of the South Manchurian Railway.

But the points connecting with the Peking-Mukden Line shall be handled by the workers of the Peking-Mukden Railway.

Article 9. The shifting operations of the Peking-Mukden Railway trains and cars at Mukden Station shall be conducted by the workers of the Peking-Mukden Railway. But in case such operation interfered with or is liable to interfere with the running of the South Manchurian Line, they shall be required to obtain the permission of the Mukden Station Master.

Article 10. The railway traffic for the South Manchurian Freight Depot in Huangkutun Station shall be called "changing cars" in which the Peking-Mukden Railway shall not be concerned.

Article 11. In case there occurs a derailment or any accident of other kinds with the trains or the "changing cars" of the two Railways indicated in the foregoing paragraphs, the Railway which the cars belong to shall deal with the restoration.

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Article 12. Each of the Railways shall be responsible for the behaviours and negligence of its own railway-workers and laborers.

This Agreement shall be regarded as having been partly amended and inserted in the Agreement which was concluded between the representatives of the two Railways on 5th October, 1908, according to the Article 16 of the same Agreement. This Agreement requires the decision of each home Government.

On this 10th day of May, 1913

Representative of the South
Manchurian Railway Company Limited,
Chief of the Maintenance of,
Way and Works Section,

HORI, Sannosuke

Representative of the Board of
Administration of the Peking Mukden-
Railway, Chief of the Traffic Section,

J. E. Forly (TN ?)

Additional Agreement

Article 13. Each Railway shall hold the right to revise or to amend this Agreement at any time after a mutual consultation according to the Article 16 of the 1908 Agreement on Connecting Traffic in case one or both recognize that any article is against its own or their mutual interests.

REF ID: A66554

C E R T I F I C A T E

Statement of Source and Authenticity

I, HAYASHI, Kaoru, Chief of the Archives Section, Japanese Foreign Office, hereby certify that the document hereto attached in Japanese consisting of 5 pages and entitled "THE SECOND AGNOST-MUNDEN RAILWAY, MAY 10 1913." is an exact and true copy of a book entitled "COLLECTION OF TREATIES CONCERNING MANCHURIA RAILWAY" is the custody of Japanese Foreign Office.

Certified at Tokyo,
on this 28th day of January, 1947

K. Hayashi
Signature of Official

Witness: Nagaharu Odo

T R A N S L A T I O N C E R T I F I C A T E

I, William E. Clarke, of the Defense Language Branch hereby certify that the foregoing translation described in the above certificate is, to the best of my knowledge and belief, a correct translation and is as near as possible to the meaning of the original document.

/s/ William E. Clarke

Tokyo, Japan
Date 13 February 1947

南滿鐵道京奉兩鐵道連絡第二條約

一九一三年五月一日
大正二年五月一日

南滿鐵道ノ代表者工務課長堀三之助及京奉鐵道ノ代表者運輸課長「ジエー
イー、フォーレー」ハ奉天ニ於テ兩鐵道ノ連絡輸送ニ就キ左ノ事項ヲ協定

ス

第一條 積換貨物ハ兩鐵道間ニ授受ヲナス發鐵道ヨリ直接荷主ニ引渡ラ

ルシ著鐵道ハ之ニ與ラス

第二條 貨物積卸場ニ於テ積換ヲナスヘキ貨物ハ一車扱ノ貨物ニ限リ之ヲ

取扱フモノトス

第三條 積換貨物荷卸ハ發鐵道ノ規則ニ從ヒ鐵道又ハ荷主之ヲ行ヒ荷卸後

ノ保管ハ荷主ノ責任トス

第四條 荷主ニ引渡ヲ爲スコト能ハサル場合ハ發鐵道ノ便宜ニ從ヒ措置ス

ルモノトス

第五條 貨物荷卸ノ爲メ發鐵道ヲ與フル時間ハ貨車所屬鐵道ノ規則ニ從フモ

ノトス

第六條

京奉列車ノ奉天驛ニ於ケル進入及出發ハ總テ奉天驛長ノ許可ニ依ルモノトス但シ奉天驛内京奉貨物積卸場ニ著發スルモノハ之レヲ入換車庫ト稱シ奉天驛長之レニ與ラス

前項列車進入ノ許可ハ「ホーム、シグナル」ヲ以テ之ヲ表示シ出發ノ許可ハ「ブラッシング」ヲ驛長ヨリ機関手ニ交付シ同時ニ次條ニ依ル線路閉塞手續完了ノ旨ヲ告知スルコトニ依リテ之ヲ表示ス

第七條

京奉列車ノ機關手ハ奉天驛ニ進入セハ直ニ攜帶セル「ブラッシング」ヲ「ホーム」ニ在ル驛長ニ交付スヘシ

皇姑屯驛又ハ瀋陽驛トノ間ニ於ケル京奉列車ノ運轉ハ左ノ方法ニ依ル

(A) 列車ヲ出發セシムル時ハ電話ヲ以テ豫メ其ノ著驛ノ承諾ヲ求ムルコト

(B) 電話不遇ノ爲メ前項ノ手續ヲ了スルコトヲ得サルトキハ其ノ事實ヲ列車乗務員ニ告知シテ列車ヲ出發セシム此ノ場合該該車著

第八條

驛ニ於テ乗務員ヨリ著驛長ニ其ノ旨ヲ傳フルモノトス
 京奉列車及同入換車ニ輕ノ運轉スル線路上ニ在ル「ポイント」ハ
 奉天驛内ニ在ルモノト雖モ總テ京奉係員之ヲ取扱フモノトス但シ
 南滿線ト接續シタル「ポイント」ハ南滿係員之ヲ取扱フモノトス
 但シ京奉線ト接續シタル「ポイント」ハ京奉係員之ヲ取扱フモノ
 トス

第九條

奉天驛内ニ於ケル京奉列車又ハ車輛ノ入換ハ總テ京奉係員之レヲ
 取扱フモノトス但シ南滿線ヲ支障スルカ若ハ支障スル處アル場合
 ハ豫メ奉天驛長ノ許可ヲ受クヘシ

第十條

兩鐵道車站屯驛内南滿貨物積卸場ニ對スル運轉ハ入換車輛ト稱シ
 京奉鐵道ニ於テ之ニ與ラズ

第十一條

兩鐵道ハ前各項ノ列車又ハ入換車輛ニ脫線其ノ他ノ事故ヲ生シタ
 ル場合ハ其ノ車輛ノ所屬鐵道ニ於テ復舊ノ取計ヲ爲スモノトス

第十二條 兩鐵道ハ其ノ鐵道員及勞働者ノ行爲及過失ニ對シ其ノ責ニ任スル

モノトス

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本協約ハ一千九百八年十月五日兩鐵道代表團ニ成立シタル協約第十六條ニ依リ同協約ノ一部ヲ改訂及追加シタルモノトス本協約ハ各本國政府ノ決裁ヲ經ヘキモノトス

一千九百十三年五月十日

南滿洲鐵道株式會社代表者工務課長

堀 三 之 助

京奉鐵路總局代表者 運輸課長

ジヤー、イー、フオイレ

追加條約

第十三條 各鐵道ハ前各條ヲ各自ノ利益ニ害アルコトヲ認メタルトキハ奉天ニ於ケル接續運輸ニ關スル千九百八年ノ協約第十六條ニ依リ相互協議ノ上何時ニテモ之ヲ變更若ハ修正スルノ權ヲ俱有ス